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Many Foreign Ports Visited By Fleet

The itinerary of the fleet is an in-
teresting one. Arriving at Hono-
lulu, the vessels remained in Hawai-
ian waters until October 5, when the
long leg of the voyage to the Ad-
miralty Islands, covering a distance
of 3587 miles, was commenced, the
Washington taking the guide, the
vessels steaming in line of divisions
in column.

On the flagship Tennessee, Roy
Elmer Vermilyea, a plumber and fit-
ter, died at sea on October 12 of
pneumonia and after a brief burial
service his body was consigned to the
sea. A salute was fired, and taps
sounded. The days consumed on
the voyage to the Admiralty Is-
lands were given over to drills, on
the 14th there being held a fire
and collision drill.

Our Father Neptune came aboard
the Tennessee on Friday, October
15, halting ship and ordering it to
heave to. He and his staff called
upon the commander-in-chief and
captain and left summons for offi-
cers and men to appear before a
high tribunal on the following day,
at which time Neptune raised his
flag and left the ship, only after
greeting the fresh fish through a
number of interesting stunts.

On October 17 the fleet anchored
in Nares Harbor, in the Admiralty
Islands.

Manila was reached by Admiral
Seabee's fleet on November 4, and
the cruisers spent over a month in
Philippine waters, sailing from Ma-
nila for Hongkong on December 10.

From November 12 until the first
part of December the various vessels
indulged in battle practice and ma-
neuvers off the Philippines, in the
vicinity of Olongapo, the great naval
station.

The vessels were at Woosung,
China, on Christmas, the weather
being fine and a large number of
men being given forty-eight hours
shore liberty.

The men speak in the highest
praise of the efforts of a delegation
of Shanghai Americans and others
who tendered the men of the fleet a
big dinner, at which over a thou-
sand from the fleet participated.

Beginning with the first of the
year, the fleet entered Chinkongkai
St. at 1 p. m. At 11:15 passed Cal-
ifornia and South Dakota en route
Shanghai; they firing a salute of 13
guns, which was answered by this
ship with 7 guns. Came to anchor
at 5:50 off Kankiu Islands.

Sunday, Jan. 2. Got under way
at 4:30 a. m. Stood in towards
Kobe at 2:45 p. m., resuming speed
at 4:27 p. m.

Monday, Jan. 3. At dawn sighted
Mount Fujiyama. At 3:10 p. m.
came to anchor off Yokohama break-
water, and commander of the third
squadron called on commander-in-
chief. Mail received from U. S.

Tuesday, Jan. 4. At anchor Yo-
kohama, Japan. Acting U. S. Con-
sul-General called officially and was
given a 9-gun salute on leaving the
ship. S. S. China left port at 2
p. m.

Wednesday, Jan. 5. In a. m. all
hands were paid and liberty granted.
Thursday, Jan. 6. At 9 a. m. the
commander-in-chief and command-
ing officers of Tennessee and Wash-
ington called on American Ambassa-
dor and the Japanese Minister of
Marine, Baseball and Liberty and
fourth parties ashore.

Friday, Jan. 7. Held various
drills in a. m. At 11:15 a. m. the
U. S. Consul called on the com-
mander-in-chief; was given 9-gun
salute on departure.

Saturday, Jan. 8. Mail received
via S. S. Minnesota. At 3:45 p. m.
Rear-Admiral Harbor was saluted by
Charleston with 13 guns, and his
flag hauled down. The flag of Rear-
Admiral Hubbard was hoisted on
the Charleston and 13-gun salute
fired.

Sunday, Jan. 9. Light showers in
forenoon. Held divine service on
board at 10:30 a. m., a chaplain
from ashore officiating. Liberty
party ashore.

Monday, Jan. 10. Commander-
in-chief called officially on board
Charleston, and was saluted with 13
guns on leaving. In p. m. Japanese
Minister of Marine, American Am-
bassador, commander of third squad-
ron and captain of the Washington
made official visits. Officers held re-
ception in p. m.

Tuesday, Jan. 11. At 7:45 a. m.
S. S. Manchuria came in and an-
chored, and at 9:45 a. m. Glacier went
alongside of English collier to take
on coal.

Wednesday, Jan. 12. Raining
steadily. Transferred several ma-
rines to Yokohama Hospital. Naval
collier Nanshan stood in and an-
chored at 5:40.

Thursday, Jan. 13. Naval collier
Alexandra stood in and anchored at
9:40. Receiving commissary stores
from Glacier rigging coaling gear
in p. m.

Friday, Jan. 14. At 6:40 a. m.
started coaling; at 9:45 a. m. Amer-
ican Ambassador called on Charle-
ston. Knocked off coaling at 5:30
p. m.

Saturday, Jan. 15. Snowing and
raining. Did not start coaling, as
weather would not permit; washed
down decks and sent liberty party
ashore at 4 p. m.

Sunday, Jan. 16. Commenced
coaling at 6 a. m. and finished at 10
a. m. Liberty party returning.

Monday, Jan. 17. Receiving stores
from Glacier. Cleaning ship after
coaling.

Tuesday, Jan. 18. Ships assem-
bling from various ports, and coal-
ing. Liberty party ashore.

Wednesday, Jan. 19. Rigging
ship for coaling. Bag inspection in
forenoon.

Thursday, Jan. 20. Commenced
coaling at 6:30 a. m. and finished
before dinner; took on board about
150 tons. Got under way for Hono-
lulu at 1 p. m. Speed 15 knots.

Friday, Jan. 21. At sea, en route
Honolulu, Hawaii. Ships rolling and
pitching in moderate southeasterly
swell. At 10:45 a. m. set clocks
ahead 30 minutes. In afternoon held
various drills. Rain squalls.

Saturday, Jan. 22. At sea. Sea
moderate and much warmer. Gen-
eral field day in a. m. In afternoon
the commander-in-chief, his staff
and commanding officer inspected
crew. At 4 p. m. changed speed to
12 knots.

Sunday, Jan. 23. Sea moderate;
passing squalls. At 11 a. m. set
clocks ahead 23 minutes. At 5:55
p. m. Halley's comet was seen off
our starboard quarter; comet's head
luminous toward sun and tail very
slightly spreading, of about 2-3
degrees in length. At 8 p. m.
standard speed was changed to 8
knots.

Monday, Jan. 24. At 5:30 a. m.
changed speed to 13 knots. Ships
steaming in formation in line of di-
vision in column open order. Dur-
ing forenoon the commander-in-
chief and staff inspected the ship.
Set clocks ahead 19 minutes. At
1:30 stopped ship and transferred
fleet engineer to U. S. S. Maryland.
During remainder of the day held
"damir's" inspection. Sighted
comet again at about 5:50 p. m.

Tuesday, Jan. 25. At 12:35 a.
m. turned on searchlights, as there
was a heavy fog. Held various
drills in forenoon and commander-
in-chief inspected same. At 2:35
Maryland was picked up by the Cal-
ifornia and taken in tow. Set clocks
ahead 21 minutes.

Wednesday, Jan. 26. Sea smooth.
At 9 a. m. second division formed
line left oblique. Held general
quarters and abandon ship drills for
"admiral's" inspection.

Thursday, Jan. 27. At 7:30 a. m.
signal was made to second division
to open order; first division half
speed. Made preparations for tak-
ing second division in tow; at 10
a. m. each ship of first division had
a ship in tow. Set clocks ahead
18-22 minutes. Towline parted and
did not make any effort to take ship
in tow again. Steamed ahead at
speed of ten knots.

Thursday, Jan. 27. All ships
with exception of California and
Maryland steamed ahead at 12
knots. At 5:23 p. m. received wire-
less message from Honolulu that
Paris had been destroyed by flood.
Crossed the 180th meridian, where-
upon we gained a day, therefore
having two Thursday, January
27ths.

Friday, Jan. 28. General field
day; cleaning up for Saturday's in-
spection. Ships steaming in forma-
tion in line.

Saturday, Jan. 29. In forenoon
commanding officer inspected crew
and ship. Set clocks ahead 30 min-
utes. All hands "homeward bound."
Camera Flends in Evidence.

The Japanese custom officers be-
lieve in enforcing the tariff duty to
the limit as the following will show.
A sailor from the West Virginia took
seven small sacks of Bull Durham to-
bacco ashore with him, tobacco being
so high in Japan that he did not care
to run out of a supply while on shore.

A custom officer saw the sacks and
held him until he could get some of
his shipmates to relieve him of all
but two sacks, this being the amount
of tobacco that the custom law of Ja-
pan allows each man who lands in Dia-
Nippon without having to pay duty.
The police of Nagasaki were also vigi-
lant and a few of the more daring
amateur photographers who took their
cameras ashore, were caught and the
films destroyed. The camera fields
have no kick coming though, for they
were well aware of the law relating to
the carrying of cameras in Japan.
Quite a few fine photographs were ob-
tained nevertheless and will be all the
more enjoyed on account of the risk
they took in procuring them.

HOFFMANS ENTERTAIN

Dr. and Mrs. Walter Hoffmann en-
tertained a large number of their
friends last evening in honor of the
tenth anniversary of their marriage.
The affair was held in the Kilohana
Art League building, the interior of
which was beautifully arranged for
the vaudeville program of the early
evening and the reception later when
Dr. and Mrs. Hoffmann met their
guests. The idea was something quite
new for Honolulu and it made an even-
ing of perfect enjoyment. Mrs. Hoff-
mann is an actress of exceptional abili-
ty and she was assisted in her pro-
gram by local talent.

IN FRANCE 107 DAYS.

PITTSBURGH, Jan. 16.—Mrs. Kate
Mendelssohn, the woman who has been
in a speechless trance in the Passavant
Hospital here for 107 days, awoke
early today, smiled, and asked for her
husband, and then lapsed back into an-
other deep trance after leaving an
affectionate message for the missing
man. A few hours later a nurse failed
to perceive her pulse. Close ex-
amination showed that Mrs. Mendel-
sohn had breathed her last, and the
physicians acknowledge defeat in
trying to diagnose the case. An
autopsy will be held.

Every method known to medicine
and surgery was resorted to in order
to rouse the woman from her sleep,
but without avail. During the entire
period she did not seem to be suffer-
ing, and occasionally a smile could be
seen. Only once did she awake, and
then for a few minutes only. She
said her trance had been a long, sweet
dream.

Mr. Mendelssohn thinks that his wife
must have been shocked into uncon-
sciousness when the baby tumbled out
of bed September 30. He believes
she must have supposed the child was
killed.

One hour after Captain Parker had
left for Hawaii on the Mauna Kea yes-
terday, his wife died at the family
residence on Liliha street. Captain
Parker was not notified until he
reached Lahaina, where a wireless an-
nouncing the sad news was awaiting
him and he immediately started back.
Mrs. Parker was about fifty years of
age and had been subject for some
time to fainting fits, although she was
supposedly well when her husband
left.

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